EDMONTON METROPOLITAN REGIONAL PLAN

With Changes Adopted up to July 4, 1984

The Appendices of this Regional Plan are for information only and are not adopted as part of the Regional Plan.

EDMONTON METROPOLITAN REGIONAL PLANNING COMMISSION
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ADOPTION RESOLUTIONS

Edmonton Metropolitan Regional Plan

Notice of Motion to Adopt	July 4, 1983 Date	Elizabeth J. Hewes, Chairman
Adopted by the Commission	Sept[illegible], 1983 Date	Elizabeth J. Hewes, Chairman
Reconsidered by the Commission; Changes Adopted	December 7, 1983 Date	Ross G. Quinn, Chairman
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	July 4, 1984 Date	Ross G. Quinn, Chairman
Approved by the Alberta Planning Board	August 2, 1984 Date	Chairman, A.P.B.
Ratified by the Minister of Municipal Affairs	Aug 23/84 Date	The Hon. Julian Koziak

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- the Regional Plan Committee of this Commission;
- the elected officials and staff of the municipalities in the Region;
- the Alberta Planning Board and staff;
- the Provincial and Federal departments and agencies which provided information, assisted with research and reviewed plan proposals; and
- the Executive Director and staff of the E.M.R.P.C.

E.M.R.P.C. COMMISSION MEMBERS - 1983/84

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	Mrs. June Cavanagh*
	Mr. Terry Cavanagh**
	Mr. Ed Ewasiuk
	Mr. Ron Hayter
	Mrs. Bettie Hewes (Chairman to Nov. 1983)
	Mr. Julian Kinisky***
	Mr. Paul Norris*
	Ms. Jan Reimer
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	Mr. Lance White**
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	Mr. Robert Guebert**
St. Albert	Mr. Ken Allred
	Mrs. Liesbeth Bakker
Municipal District	
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	Mr. Mike Mryglod**
Parkland No. 31	Mr. Maurice McCullagh
Strathcona No. 20	Mr. Ralph Horley
	Mr. George Wunderly*
	Mr. Jim Common**

* to October, 1983
** from October, 1983
*** from December, 1983

PREFACE

Regional planning and the preparation of "regional plans" can be traced back to the beginnings of the Commission in 1950. The first Regional Plan, the *Preliminary District Plan - Metropolitan Part,* was adopted by the Commission in 1958 and was subsequently replaced in 1972 by the *Edmonton Regional Plan - Metropolitan Part,* in effect from 1972 to 1984.

The Planning Act requires that each regional planning commission prepare and adopt a regional plan for its planning region. The *Edmonton Metropolitan Regional Plan* represents the completion of an important phase of this mandate and, as such, marks a turning point in planning for the Region. This Regional Plan addresses current issues and guides long term future land use and development in the Region beyond the turn of the century.

The Regional Plan establishes a framework for inter-municipal and local planning which will co-ordinate the statutory plans of the Region's municipalities. The Plan also provides a basis for inter-governmental cooperation and co-ordination on matters of regional development and resource conservation.

The Regional Plan does not replace the need for more detailed plans. Rather, it encourages further development of local planning functions. Municipal plans and bylaws will provide the most direct means of guiding development proposals and, thus, of implementing the Plan.

The preparation of this Plan has evolved through a number of stages. Between 1975 and 1978, a series of policy position papers were published, a wide range of technical research was undertaken and a growth alternatives study was conducted which included extensive public participation and an evaluation of a number of growth alternatives.

In February, 1979 a Draft Edmonton Regional Plan was circulated for public comment. Information meetings and public hearings were held and these were followed by an intensive review of the issues and concerns raised. This resulted in a re-write of the Plan; however in May 1981, the Commission suspended further work on this Plan because of the pending Edmonton annexation decision.

Subsequently, the regional plan program was adjusted and modified because of events pertaining to the Edmonton annexation decision, the re-structuring of the Commission, the Provincial Cabinet directives respecting growth management for the Edmonton Region and the release of the Alberta Planning Board's guidelines for Regional Plan preparation. This work, which commenced in 1982, necessitated additional technical research and a complete review of the previous draft plan and preparation of new objectives and policies to reflect changing circumstances.

Commission Members, through the Regional Plan Committee, have been intensively involved in the development of these policies and in the review of technical material. The complex task of putting this new draft document together was possible only because of the spirit of cooperation of the Members of the Commission, the Commission Staff and departments of government which have contributed to its preparation.

In accordance with the *Planning Act,* the Proposed Regional Plan draft was circulated, in January 1983, to each municipal council and local authority in the Region, to the Alberta Planning Board, to provincial government departments, and was also made available to the public, for review and comment.

In order to facilitate the exchange of information and views, information meetings and public hearings were held throughout the Region in the early part of 1983. As a consequence of this review, the Proposed Regional Plan draft was revised extensively, and a Proposed Regional Plan, more in keeping with the wishes of the Region's municipal councils and the intent of the guidelines of the Alberta Planning Board, resulted.

At its July 4, 1983 meeting, the Commission gave notice to all local authorities in the Region of the Commission's intent to consider adoption of the Proposed Edmonton Metropolitan Regional Plan as revised. Following circulation and consideration of further comments received the Proposed Regional Plan was adopted unanimously at its meeting on September 7, 1983 and then submitted to the Alberta Planning Board for approval and ministerial ratification. Subsequent to its initial adoption, however, several provisions of the Plan were reconsidered, changed and/or deleted by the Commission at the request of the Alberta Planning Board.

In conclusion, it is important to mention that the preparation and adoption of the Regional Plan has been a monumental task, involving the resolution of complex issues and the reaching of compromise on a number of important concerns. The regional planning process has been interactive and dynamic, and to be successful, the process must remain dynamic and responsive to the needs of the Region's residents. Therefore, to ensure its ongoing validity, the Plan will be regularly reviewed to determine its effects and achievements. Continued research, monitoring and evaluation will be necessary to investigate the various aspects of the Plan in greater detail and to respond to unforeseen events, new information or changing conditions.

PART I:

INTRODUCTION, CHARACTERISTICS and TRENDS

1.0 Introduction

2.0 Characteristics and Trends of the Region

PART I: INTRODUCTION, CHARACTERISTICS AND TRENDS

1.0 INTRODUCTION

The *Edmonton Metropolitan Regional Plan* is a document to guide the physical development of the Region over the next 20 to 25 years. Accordingly, it addresses a number of issues of regional significance which should be considered by municipalities in their land use planning decisions. The Regional Plan provides the broad framework necessary for comprehensive land use planning and development at the local level. A flexible approach is maintained in order to allow municipal governments to meet other requirements of the *Planning Act* and to satisfy local aspirations.

The Regional Plan is prepared in accordance with the provisions of the *Planning Act*. Upon ratification by the Minister of Municipal Affairs, this Plan will replace the *Edmonton Regional Plan - Metropolitan Part* currently in effect.

The Plan is intended to be used by all levels of government and the private sector. The Regional Plan is the primary planning document in the hierarchy of plans authorized by the *Planning Act*. It is the one plan to which all other statutory plans and planning actions must conform.

The Regional Plan will be reviewed at regular intervals to reflect changing circumstances in the Region. Amendments to the Plan may be required from time to time, and will follow the procedure outlined in the *Planning Act*. If doubts arise as to the interpretation of any provision of the Regional Plan, the Commission should be consulted for clarification.

The content of this Plan has been determined by the issues evident in the Region, and as identified by the public, local authorities, Commission members and government departments and agencies.

Part I, **INTRODUCTION, CHARACTERISTICS AND TRENDS**, contains introductory information as well as a brief description of the major characteristics and trends of the Region and a statement respecting anticipated population and economic trends.

Part II, **DEFINITIONS**, contains key definitions used in the Plan, and should be consulted for the intended meaning of terms. Terms defined in Part II of the Plan are highlighted in the policies by means of bold type. The terms **may, shall** and **should** are also defined, but are not bold faced in the Plan.

Part III, **PLAN CONCEPT AND DEVELOPMENT FRAMEWORK**, identifies significant issues facing the Region, lists the goals of the Regional Plan and details the growth management framework which is to form the basis for planning in the Edmonton Metropolitan Region.

Part IV of the Plan, **REGIONAL PLAN OBJECTIVES AND POLICIES**, contains the Policy Reference Map and objectives and policies for specific subject areas within the framework of the following four themes:

- Regional Growth Management
- Resource Management
- Natural Environment
- Transportation and Utilities

Part V, **PLAN IMPLEMENTATION, MONITORING AND REVIEW**, consists of statements respecting the implementation, monitoring and review, and amendment provisions of the Plan.

The **APPENDICES** are not adopted as part of the Plan. They contain information on the use and interpretation of certain plan provisions.

2.0 CHARACTERISTICS AND TRENDS OF THE REGION

2.1 Edmonton Metropolitan Planning Region

The Edmonton Metropolitan Regional Planning Commission, created in January 1982 from the former Edmonton Regional Planning Commission, has the responsibility to conduct regional land use planning in the area centered on Edmonton, the capital of Alberta (Map 1). The Edmonton Metropolitan Planning Region covers an area of approximately 6700 km^2 as shown on Map 2.

2.2 Physical Characteristics and Resources

The most distinctive topographic feature, traversing the Region from southwest to northeast, is the North Saskatchewan River Valley. The Cooking Lake Moraine, located in the eastern portion of the Region, is another significant feature. Characterized by numerous ridges and depressions and the presence of a number of shallow lakes, including Cooking Lake, it contains the Region's largest area of natural tree cover.

The majority of the Region's soils are productive for agriculture and support a diversity of field and forage crops. Approximately 65 percent of the soils are rated as Class 1, 2, or 3, agricultural capability by the Canada Land Inventory (See Appendix 4, Map RPA-1).

Various fish and wildlife populations exist in the Region, with several habitat areas considered critical to the maintenance of rare or threatened species. These habitat areas are most often found in shoreland areas or areas of natural tree cover.

The water resources of the Region consist of streams, lakes and groundwater. The North Saskatchewan River is the major water supply source for most urban communities in the Region. Use of the smaller streams for water supply and sewage disposal is limited by low winter flows and poor natural water quality.

The geological formations of the Region are a source of valuable natural resources, in particular, conventional oil, natural gas and coal deposits. Major deposits of sand and gravel are found in the Region, with those to the north and west of Edmonton valued for their yield of concrete-grade aggregates.

The diversity of the resource base and the natural environment has been, and will continue to be, a catalyst to development within the Edmonton Region.

2.3 Economic Trends

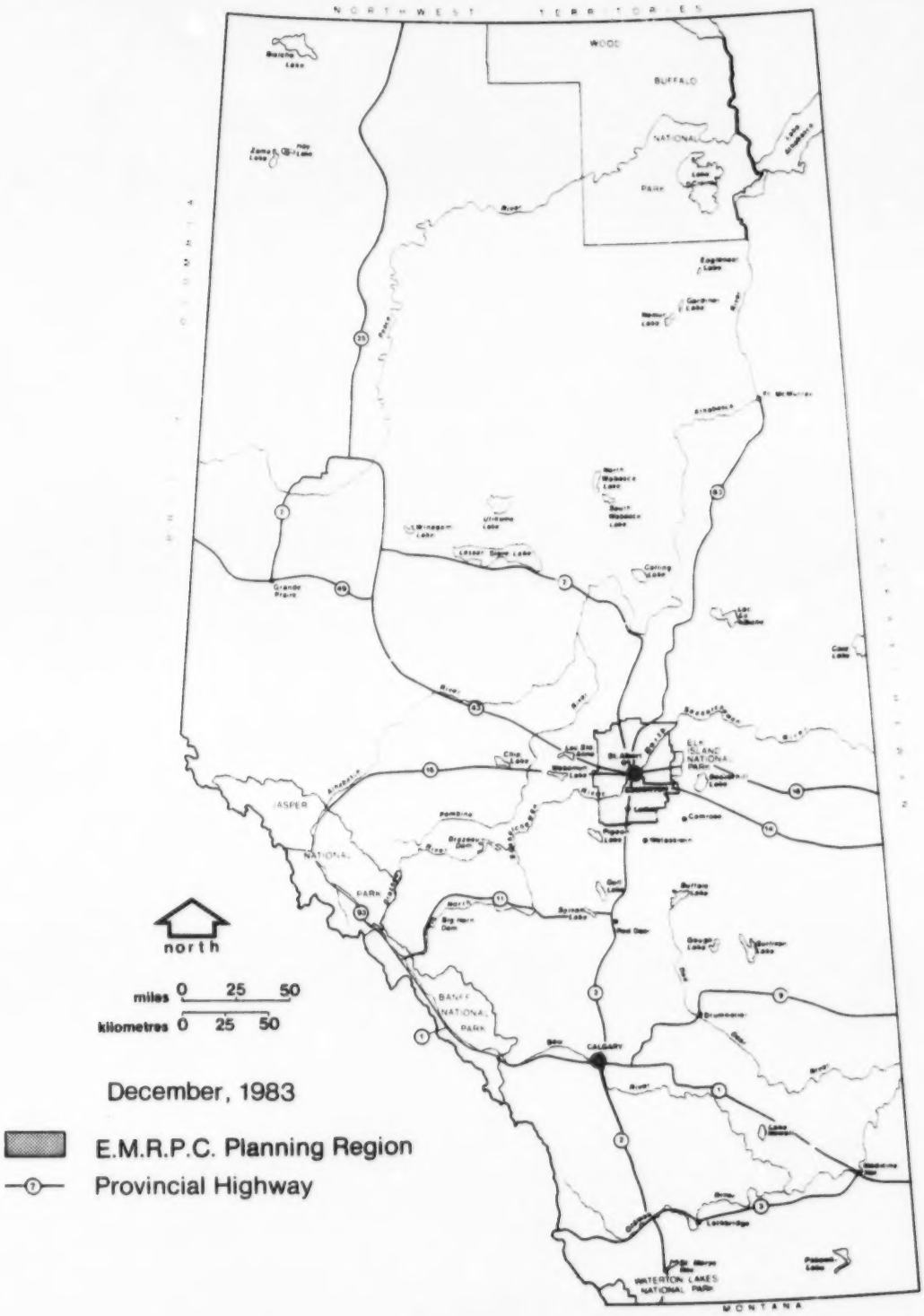
The discovery of oil near Leduc in 1947 marked the turning point in the Region's development and resulted in diversification of the resource-based economic activity, expansion of the service role of Edmonton, and the stimulation of population growth in nearby communities. The Edmonton Metropolitan Region became the centre of operations for Alberta's petroleum industry and experienced a substantial influx of capital investment and skilled labour. By the mid-1950's the area had become the major petroleum refining and production centre in Western Canada. While the Region continues to maintain its agricultural base, the metropolitan area has developed further to become the transportation and distribution focal point for the rest of Alberta and Canada's north.

Today, the Edmonton Metropolitan Region is a dominant industrial, financial and institutional centre for Western Canada. Although the Region has maintained the production and processing of natural resources, as its primary economic base, strong manufacturing, commercial, industrial, financial and institutional functions characterize its mature regional economy.

2.4 Population Trends

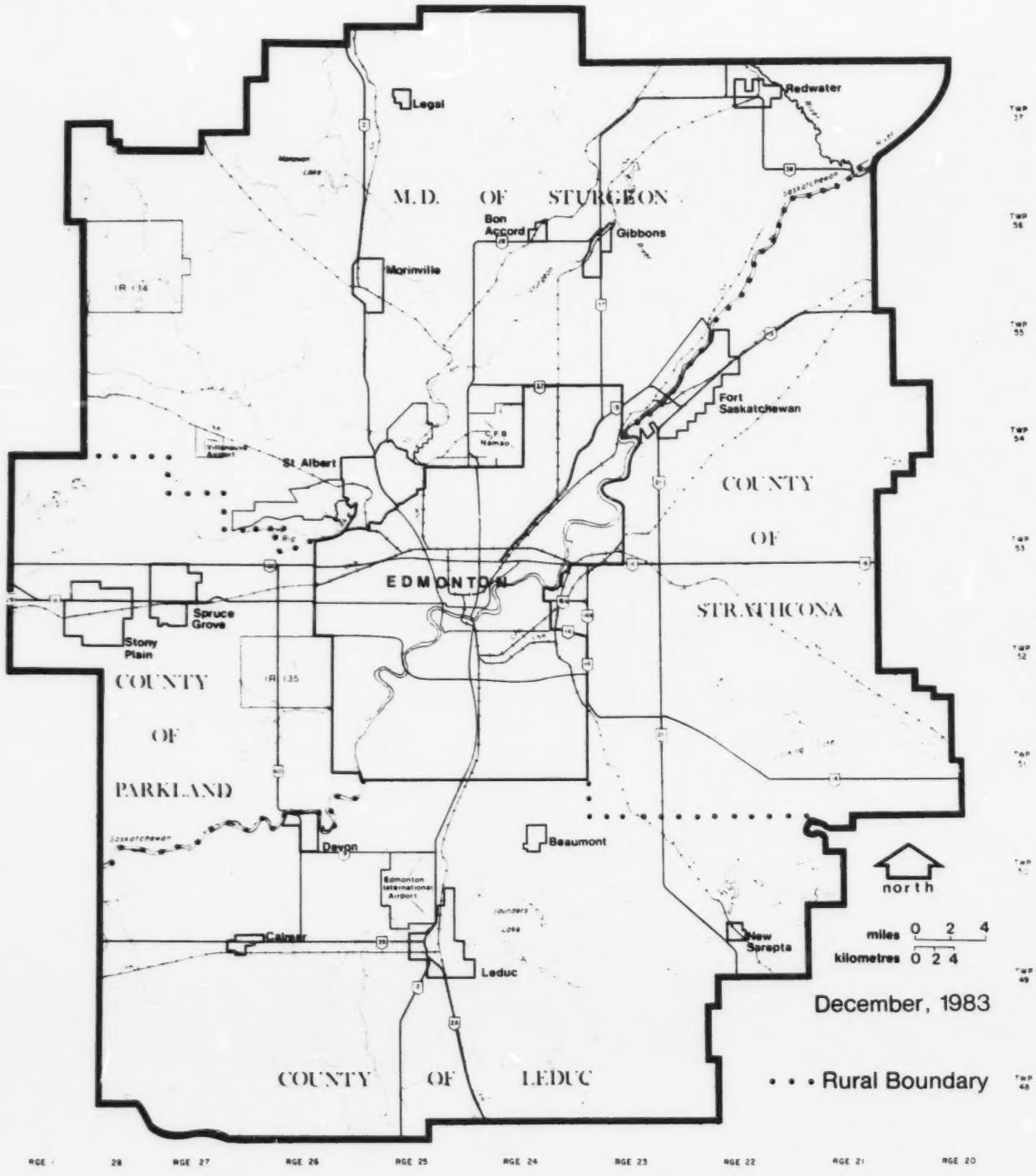
The Region has experienced marked changes in population growth and distribution during the past two decades. Since 1961, the regional population has nearly doubled to an estimated 1984

PROVINCIAL SETTING



MAP 1

E.M.R.P.C. PLANNING REGION



MAP 2

level of 750,000, representing about one third of Alberta's total population.

This rapid rate of growth has been accompanied by shifts in the distribution of people. In the early 1960's a trend to population decentralization began, with a dispersal of population growth to communities outside Edmonton. As a result, the proportion of the regional population living in the urban centres outside Edmonton has more than tripled since 1961. Edmonton's share of the total regional population growth, which in the early 1960's had been in the 85 percent range, declined to approximately 30 percent in the early to mid-1970's, and has since recovered to about 65 percent. After a general decline, the rural population has increased, primarily as a result of rural residential development, and now constitutes about 8 percent of the Metropolitan Region's population.

2.5 Regional Pattern of Development

The Region consists of a compact metropolitan-urban structure dominated by the City of Edmonton. Edmonton is the primary location of employment, and major social, cultural, educational and institutional facilities. Numerous smaller urban communities are also located within the Region. While these offer varying degrees of services to their residents and the surrounding rural areas, each has convenient access to the higher order services available in the central city. Transportation services and facilities contained in the Region focus on Edmonton and provide linkages with other parts of Alberta, Canada and beyond.

The rural population is concentrated in country residential subdivisions, and in hamlets throughout the Region. The largest nodes of country residential development are found in the County of Strathcona, southeast of Sherwood Park and in the County of Parkland near Devon and north of Stony Plain. Other concentrations include those in the Looma district southeast of Edmonton, in the County of Leduc, and that to the northeast of St. Albert in the Municipal District of Sturgeon.

The major industrial land use concentrations in the Inner Metropolitan Area include Refinery Row, Southeast Edmonton, the Northwest Edmonton-St. Albert area and the Yellowhead Corridor. In the Outer Metropolitan Area, the major industrial land use concentrations include the Nisku Business Park in the County of Leduc, the industrial areas in Fort Saskatchewan, the Scotford area in the County of Strathcona, and the extension of the Yellowhead Industrial corridor in the County of Parkland.

Principal outdoor recreation areas include lake shorelands, stream valleys and tributary ravines. Of note is Capital City Recreation Park, located in the North Saskatchewan River Valley. The Strathcona Science Park is the only Provincial Park in the Region. Resort developments are located in subdivisions adjacent to some of the Region's lakes, and in other scenic areas.

Resource extraction activities occur throughout the Region. Sand and gravel deposits are generally found in proximity to the major urban areas. The majority of the oil and gas wells and processing plants are located in areas near Redwater, Leduc, Devon and north of St. Albert. Major pipelines extend into the large refinery and petrochemical developments in the Fort Saskatchewan, Edmonton and Redwater areas.

2.6 Future Growth Prospects

The existing pattern of development and resources in the Region provides a strong basis for continued economic and population growth. The main stimuli for provincial, and hence regional, growth over the intermediate to the long term will come from the development of Alberta's energy resources together with the expansion or establishment of a variety of manufacturing activities, particularly those related to the petrochemical sector.

Continued expansion is also expected in transportation, communications, utilities and warehouse distribution. Longer term economic development may be characterized by greater diversification in manufacturing, business and government services and high technology research and development.

Sustained economic growth of the Edmonton Metropolitan Region will be dependent upon

Alberta's development and will be based on the Region's role as the seat of the provincial government administration, the staging area for northern development and the logistic centre of oil and gas exploration and extraction. It is anticipated that the metropolitan area's economic activities will also grow in size and scope as a result of the provincial government's economic diversification efforts. These efforts are expected to attract to Alberta a variety of national and international manufacturing companies, head offices, financial institutions and research establishments, all of which require a large metropolitan setting for their successful operation.

As population growth is tied closely to the level of economic growth, prospects for continued population growth are optimistic. The population of the Region is estimated to increase from 716,100 in 1981 to between 1.1 and 1.25 million over the time frame of this Plan (see Table 1). Further detail is provided in Appendix 3.

TABLE 1

ESTIMATED FUTURE POPULATION OF THE EDMONTON METROPOLITAN REGION (1986-2006)

	1986	1991	1996	2001	2006
Low	782,500	850,000	929,000	1,017,500	1,100,000
High	800,000	900,000	992,500	1,111,500	1,250,000

PART II:

DEFINITIONS

PART II - DEFINITIONS

The *Planning Act* should be consulted for definitions of terms not found in this Glossary. If not defined in either place, the common English meaning should be used.

AIRPORTS: the Edmonton International Airport; the Edmonton Municipal Airport; the Villeneuve Airport; the Department of National Defense Namao Airbase; the St. Albert Airport; and the Cooking Lake Airport.

AREA STRUCTURE PLAN: a plan prepared and adopted by a municipal council as an area structure plan pursuant to the *Planning Act,* providing a framework for subdivision and development of an area of land in a municipality and describing:

(a) the sequence of development proposed for the area;

(b) the land uses proposed for the area, either generally or with respect to specific parts of the area;

(c) the density of population proposed for the area, either generally or with respect to specific parts of the area; and

(d) the general location of major transportation routes and public utilities;

and containing any other matters the municipal council considers necessary.

ARTERIAL ROAD: a road whose major function is the movement of vehicular traffic at higher speeds and over longer distances. Arterials intersect with other arterials (including freeways and expressways) and with collectors.

BETTER AGRICULTURAL LAND: all land with a Canada Land Inventory rating of 1 and 2 and those lands rated as class 3 where the farmland assessment rating is 41% or higher, and at the discretion of a rural municipality, may include other cultivated or improved lands.

CANADA LAND INVENTORY (CLI): a cooperative federal-provincial classification which rates the natural ability of land to support various uses. The classification for agriculture groups soils into seven classes according to their potential and limitations for crop production.

CARRYING CAPACITY: the level of use an area can withstand without excessive deterioration, or loss of aesthetic qualities, of the resource.

COLLECTOR ROAD: a road whose function is to provide both land access and mobility, and which has certain size and design implications. Collector roads collect traffic from local roads and feed it to arterials, or distribute it from arterials to local roads.

COMMISSION: the Edmonton Metropolitan Regional Planning Commission.

CONSERVATION: the act of planning or managing a natural resource or environmental feature to ensure that its full potential can be realized for the benefit of man and other living species.

COUNTRY RESIDENTIAL LAND USE: land use intended for rural residential purposes with the option of engaging in subordinate rural activities. Such activities may include agricultural, recreational, commercial or educational uses which are compatible with surrounding land uses.

ENERGY UTILITIES: facilities for the transmission of oil, gas, or power to a distribution centre or storage facility, including installation facilities and distribution lines associated with these facilities.

ENVIRONMENTALLY SENSITIVE AREAS: lands that, due to their fragile characteristics or ecological significance, are unusual or unique in the Region and perform a natural function that is of importance beyond the site. Included are lands having limitations to development due to naturally occurring conditions or processes such as flooding, erosion or slumping.

EXTRACTIVE RESOURCE OPERATION: the mining of sand, gravel, and/or coal. The process involves clearing of surface vegetation, stripping the overburden and stockpiling the overlying topsoil, the excavation, stockpiling, processing, and transporting of the deposit and reclamation of the mined area.

FLOODPLAIN: lands adjacent to rivers or lakes that are subject to inundation. The 100-year flood is a major inundation of the floodplain caused by the discharge of water having a return frequency on the long term average of once every 100 years.

GOAL: an idealized end toward which planned action is directed, and which provides a broad indication of what is to be achieved.

HAMLET: an unincorporated area of land subdivided into lots as a townsite in a rural municipality and recognized as such in Policy 3.1 of this Plan.

HEAVY INDUSTRY: any manufacturing or processing activity:

(a) which may consume large amounts of land, energy, water or other natural resources in its operation, or which requires access to transportation facilities capable of handling bulk materials and commodities; or

(b) which may have a detrimental effect on the environment through the following: high volumes of heavy vehicle movement; pollution of air, soil or water; nuisance as a result of noise, smoke, odor, dust, fumes, glare or humidity; or hazard arising from fire, explosion, radiation or contamination.

INDUSTRY: the manufacture, storage, distributing, wholesaling, testing, servicing, repairing, wrecking or salvaging of goods and materials, including uses essential to industry and whose existence and operations require locations in proximity to an industry.

INTENSIVE AGRICULTURAL ACTIVITIES: activities and related buildings and structures used to gain a livelihood from proportionately small land areas by the concentrated raising of crops or the concentrated rearing or keeping of livestock, poultry, or their products for market.

LAKE: a standing body of water, the natural function of which is the storage of water rather than its transportation, and includes all officially named or numbered lakes, and other lakes greater than 32 ha (80 acres) in size.

MAY: an operative word meaning a permitted action, based on fulfillment of specific criteria.

METROPOLITAN INDUSTRIAL AREAS: extensive industrial areas of regional significance in urban and/or rural municipalities, some of which interface to form one large area accommodating a wide range of industrial uses and uses supportive of or providing a service to industry. Such areas are characterized by major concentrations of employment and essential services. This term applies to major industrial areas and does not denote a type of industry (See Policy 4.1).

MULTI-MODE TRANSPORTATION SYSTEM: a fully integrated system for the movement of people and goods by means of any of the following: private vehicles; public transportation (surface, rapid and special service); truck; rail; and air transportation. Pedestrian and bicycle facilities may also be included.

MULTI-USE CORRIDOR: See **TRANSPORTATION/UTILITY CORRIDOR**.

NOISE EXPOSURE FORECAST (NEF) CONTOUR: a line delineating points of equivalent intensity levels of aircraft noise annoyance for lands in the vicinity of an airport. The contour is computed on the basis of frequency and type of aircraft traffic using a particular runway.

OBJECTIVE: an achievable, feasible and measurable end which evolves from goal statements.

PHYSICALLY SEVERED PARCEL: a parcel rendered unworkable for agricultural purposes due to isolation by features either natural or man-made. Such parcels are too small to farm economically; access to the physically severed parcel may be difficult.

PIPELINE: any portion of the basic network of pipelines designed to transport bulk oil, gas, synthetic crude or any other commodity, but shall exclude any pipeline used as a public utility.

PLAN: the *Edmonton Metropolitan Regional Plan*.

POLICY: a statement identifying a specific course of action for achieving the objectives.

POWERLINE: a major electrical transmission line above the 60 kilo-volt nominal operating voltage, including transmission circuits, insulating and support structures.

PRIMARY HIGHWAY: a highway or proposed highway that is designated as a primary highway; or a road, street or highway designated as a secondary road and numbered between 900 and 999 pursuant to the *Public Highways Development Act*.

PROVINCE: the Province of Alberta or the Alberta Government or the relevant minister of a provincial government department.

PUBLIC TRANSPORTATION: any mode of scheduled surface transportation designed primarily for the movement of people, for which a fare is normally paid.

PUBLIC UTILITIES: the servicing infrastructure required to provide for the rights-of-way and/or sites for the following facilities: water, sewer, stormwater and solid waste disposal facilities.

RECLAMATION: the restoration of surface mined or surface disturbed land to a useful condition or activity.

REGION: the Edmonton Metropolitan Regional Planning Commission's planning region, shown on Map 2.

RESORT: a land use adjacent to a lake or other body of water or in a special scenic location that is used or developed primarily for seasonal habitation and/or public and private recreation.

RESORT RESIDENCE: any permanent structure used as a vacation residence (but not as a permanent residence) for part of the year as a base for recreational pursuits.

RIGHT-OF-WAY: the land acquired for a transportation or utility alignment, such as pipeline, powerline, public road or railway. Specific rights regarding access and use have been granted to the owner/operator of the facility.

RURAL INDUSTRIAL LAND USE: industrial land uses which provide products or services directly associated with the agricultural industry; which require relatively large areas of land and minimal on-site improvements (storage industries); and natural resource extractive industries.

RURAL RESIDENTIAL: rural non-farm residences. Resort residences or resort type developments would normally be excluded.

SECONDARY ROAD: a road or highway designated as a Secondary Road pursuant to the *Public Highways Development Act*, but not including roads numbered between 900 and 999.

SHALL: an operative word meaning mandatory compliance.

SHORELAND: land contained within the valley of a stream, including valley walls and ravines, or land subject to inundation by fluctuations in the surface level of an adjacent lake. Beach and backshore areas are included.

SHOULD: an operative word meaning that, in order to achieve regional objectives, it is strongly advised that the action be taken.

STREAM: a collective term to describe all naturally-flowing water, including rivers and creeks.

TRANSPORTATION/UTILITY CORRIDOR: the right-of-way or a combination of rights-of-way designated by the Province of Alberta, a municipality and utility operators and/or authorities for the primary use of transportation facilities and/or pipelines and powerlines.

TRUNK LINE: a pipe used for the transport of water or sewage from a point of origin to a desired location prior to local distribution or centralized collection.

WILDLIFE HABITAT: the natural environment of a species which provides food, water, cover, breeding space, freedom of movement and ground territories necessary for the survival of the species.

PART III:

PLAN CONCEPT and DEVELOPMENT FRAMEWORK

1.0 Issues
2.0 Plan Goals
3.0 Growth Management Framework

PART III: PLAN CONCEPT AND DEVELOPMENT FRAMEWORK

1.0 ISSUES

It is anticipated that during the next twenty-five years, the Region may be faced with accommodating a population of between 1.1 and 1.25 million. A clear and positive approach to future regional growth and development will enable both regional and local aspirations to be achieved.

Regional Growth Management

The major issue in the Edmonton Metropolitan Region is the management of growth and change. All levels of government have become more aware of the need to manage growth in order to ensure that the economic, social and cultural benefits, which accrue from such growth, are fully realized and equitably distributed. As the issues that relate to growth and change transcend municipal boundaries, it is necessary that these issues be assessed on a broader scale and growth and development activities be coordinated at a regional level.

Central to the growth management concern is the issue of where people will live and work. In this regard, estimating the future population size of communities, the supply and general location of housing, the location of employment generating activities, and the quality and character of the rural and urban environments are of critical importance.

Resource Management

The Region's agricultural and extractive resources are vital to future economic growth and development. The agricultural land base of the Region must be protected, with opportunities allowed for other types of rural development. Land use compatibility is of particular concern with respect to the protection and extraction of natural resources.

Natural Environment

The natural environment is the basis for many recreational and leisure time pursuits, and should be protected for the use and enjoyment of future generations. The growing demands for land by an increasing population and various types of activities should be managed so the quality of natural environment is not adversely affected.

Transportation and Utilities

The development of transportation and utility services is of concern both in respect to its impact on adjacent land uses and the potential effects on shaping and influencing the settlement pattern in the Region. It is essential that these systems provide an adequate level of service with negative environmental and community impacts minimized.

2.0 PLAN GOALS

Of major importance in the Regional Plan is the need to reconcile the conflicting interests of resource management and environmental protection with pressures related to population and economic growth. Management of such complex land use and growth related issues requires the formulation of realistic goals and a strategy for their achievement. The goal statements provide a broad indication of what is to be achieved or pursued, and establish the framework for more specific actions identified subsequently in the Plan.

The goals set forth in this Plan are:

REGIONAL GROWTH MANAGEMENT

1. THE ORDERLY, ECONOMICAL AND BENEFICIAL DEVELOPMENT AND USE OF LAND WITHIN THE CONTEXT OF A CITY-CENTRED PATTERN OF REGIONAL DEVELOPMENT.

2. THE STRENGTHENING OF EXISTING URBAN MUNICIPALITIES AND REINFORCEMENT OF REGIONAL AND COMMUNITY IDENTITY.

3. THE OPPORTUNITY FOR ALL PEOPLE IN THE REGION TO OBTAIN ADEQUATE AND AFFORDABLE HOUSING IN LOCATIONS CONVENIENT TO EMPLOYMENT AND SERVICES, AND IN WELL PLANNED COMMUNITIES.

4. THE OPPORTUNITY FOR ALL MUNICIPALITIES TO SHARE IN THE ECONOMIC GROWTH OF THE REGION.

RESOURCE MANAGEMENT

5. THE WISE AND EFFICIENT USE OF AGRICULTURAL LAND AND OTHER NATURAL RESOURCES OF ECONOMIC IMPORTANCE.

NATURAL ENVIRONMENT

6. THE CONSERVATION OF LAND TO MEET LOCAL AND REGIONAL ENVIRONMENTAL, OPEN SPACE AND RECREATIONAL NEEDS.

7. THE PROTECTION OF ENVIRONMENTALLY SENSITIVE AND UNIQUE AREAS AND THE AESTHETIC QUALITIES OF THE REGION'S LANDSCAPE.

TRANSPORTATION AND UTILITIES

8. THE PLANNING AND DEVELOPMENT OF TRANSPORTATION AND UTILITY SERVICES WHICH ARE SAFE, CONVENIENT, EFFICIENT AND ENVIRONMENTALLY COMPATIBLE.

3.0 GROWTH MANAGEMENT FRAMEWORK

The Alberta Cabinet, in resolving issues regarding the boundary of the City of Edmonton, has directed that the management of growth in the Edmonton Metropolitan Region shall incorporate certain directives (See Appendix 2).

The Commission, in collaboration and consultation with member municipalities and the Alberta Planning Board, and on the basis of the provincial government directives, has formulated the following regional growth management framework. This framework provides a basis for the accommodation of future growth, and guides the overall direction of growth and change within the context of a city-centred Region. The intent of the Commission and its member municipalities is for:

- **Regional growth to be centred in Edmonton as the dominant community in the Region. Edmonton should maintain its present proportion of the Region's population.**
- **The remaining population growth to be focussed primarily on the Inner Metropolitan Area and other existing urban municipalities.**
- **An unduly dispersed pattern of residential, industrial and other types of human settlement to be avoided.**
- **Better agricultural land to be conserved, and the wise use of other natural resources to be ensured.**
- **The land use pattern in the Region to allow for the provision of transportation and utility services in a way which reinforces the city-centred region concept.**

The concept of the city-centred region incorporates several broad, qualitative principles which describe the approach taken in the formulation of the policy component of the Plan and which provide the basis for other types of plans, decisions and actions. The principles are as follows:

- **A System of Inter-related Communities**

Edmonton is recognized as the centre of the Region. The **Inner Metropolitan Area** is comprised of:

Edmonton
Sherwood Park and
St. Albert

This central core of the Region provides the greatest number and widest variety of residential, industrial, business, governmental and cultural services to residents of the Region.

The **Outer Metropolitan Area - Urban** is comprised of:

Beaumont
Bon Accord
Calmar
Devon
Fort Saskatchewan
Gibbons
Leduc
Legal
Morinville
New Sarepta
Redwater
Spruce Grove and
Stony Plain.

This second group of urban communities depends on the Inner Metropolitan Area for the highest order services and in turn provides medium order services to the rural areas.

The **Outer Metropolitan Area - Rural**, is comprised of:

the County of Leduc (part),
the County of Parkland (part),
the County of Strathcona
(excluding Sherwood Park), and
the Municipal District of Sturgeon

These rural municipalities will continue in an agricultural role and will provide lifestyle alternatives to the urban residential setting, through minor growth of hamlets and country residential development. Hamlets should perform local residential and service functions for their surrounding agricultural areas. Rural municipalities also provide areas for industry requiring relatively large land areas, including resource-based and heavy industry.

- **Natural Environment**

Shorelands and upland areas containing exceptional scenery and topography comprise the basic elements of the outdoor recreation and open space system.

Open space areas separate individual communities and may be joined to form a more or less continuous permanent open space system for the Region. Intensity and types of uses within these areas will be limited to prevent permanent degradation of the natural environment. Recreational opportunities should be made available relatively close to where the people of the Region live.

Land use will be influenced by environmental features such as soils, slopes, drainage, vegetation and fish and wildlife habitat.

- **Resource Management**

In conserving better agricultural land for continued agricultural use, the capability of land for agricultural production is an important factor to consider when land use decisions are made.

Natural resources are recognized as an economic asset to the Region, and the protection and management of these resources are essential.

PART IV:

REGIONAL PLAN OBJECTIVES and POLICIES

- Regional Growth Management
- Resource Management
- Natural Environment
- Transportation and Utilities
- Policy Reference Map

Regional Growth Management

1.0 Urban Settlement and Land Use
2.0 Fringe Area Planning
3.0 Rural Settlement and Land Use
4.0 Economic and Industrial Development

PART IV: REGIONAL PLAN OBJECTIVES AND POLICIES

REGIONAL GROWTH MANAGEMENT

1.0 Urban Settlement and Land Use

The continued development of the Region's urban municipalities will benefit from a coordinated planning effort. Such efforts will ensure that urban growth is managed in a manner which not only provides a satisfactory social and physical urban setting, but also minimizes impacts on resources and the environment and ensures that urban growth does not outstrip the resources and services necessary to support it.

The Policy Reference Map (See Section 12.0) illustrates, as Urban Areas, existing urban development and land areas subdivided for urban expansion which may be required to meet urban land use needs of the Region. Potential directions for future urban growth are also shown.

OBJECTIVES:

1. TO MAINTAIN THE CITY OF EDMONTON AS THE DOMINANT COMMUNITY IN THE REGION, WHILE PROVIDING THE OPPORTUNITY FOR ALL OTHER EXISTING MUNICIPALITIES TO SHARE IN THE ACCOMMODATION OF THE REGION'S POPULATION AND ECONOMIC GROWTH.

2. TO PROMOTE BALANCED GROWTH AND THE STRENGTHENING OF LOCAL SELF-SUFFICIENCY IN THE PROVISION OF ADEQUATE AND AFFORDABLE HOUSING, EMPLOYMENT AND PUBLIC SERVICES.

3. TO PROVIDE FOR THE PLANNED EXPANSION OF URBAN LAND USE, WHILE AVOIDING THE PREMATURE CONVERSION OF AGRICULTURAL LAND.

POLICIES:

Regional Settlement Pattern

1.1 Urban growth shall be accommodated only in existing urban municipalities and Sherwood Park.

Use of Urban Land

1.2 Urban municipalities shall, in their General Municipal Plans and Land Use Bylaws, identify and protect the following regionally significant land uses, in accord with the provisions of this Plan:

(a) servicing and transportation facilities and corridors;

(b) **environmentally sensitive areas,** and other areas that present significant limitations to development (See Policy 7.1);

(c) open space and recreational features such as stream valleys and major parks;

(d) heavy industrial areas;

(e) extractive resource areas; and

(f) **better agricultural land** until such time as the land is required for urban development (See Policy 5.2).

1.3 Urban municipalities should, in their General Municipal Plans and Land Use Bylaws, provide for the following:

(a) the efficient use of land through infilling, rehabilitation and redevelopment of land at higher densities;

(b) contiguous development to make use of existing public services and capital facilities, to promote economical provision of transportation facilities, utilities, and social services, and to reduce land use conflicts;

(c) a variety of affordable housing types, including mobile homes, to serve the needs of all social and income groups;

(d) the protection of significant historical and cultural buildings and resources;

(e) the conservation or rehabilitation of downtowns and older residential neighbourhoods so as to retain their unique character and features; and

(f) the integration of new development with older residential or downtown areas in a manner sensitive to the function, appearance and character of the existing area.

Balanced Urban Growth

1.4 Urban municipalities, in their General Municipal Plans and Land Use Bylaws, should provide for a balance of non-residential and residential growth to:

(a) strengthen their non-residential assessment base; and

(b) provide the opportunity for their residents to live and work within the same municipality.

2.0 Fringe Area Planning

Fringe Areas include the rural/urban interface or the urban/urban interface, and encompass those areas where special planning and consultative measures are desirable to ensure the rational conversion of agricultural land to urban use.

Because of the potential for inter-municipal dispute, Fringe Areas are the subject of special policies at the regional level to provide for the joint resolution of land use related problems. The Commission will assist the efforts of municipalities to establish fringe area boundaries and joint planning measures. The absence of joint planning between adjoining municipalities may result in an undesirable land use pattern, and problems related to servicing, transportation and land use compatibility.

OBJECTIVES:

1. TO PROVIDE A MECHANISM FOR THE COORDINATION OF LAND USE PLANNING IN FRINGE AREAS AND A MEANS BY WHICH INTER-MUNICIPAL CONFLICT IN FRINGE AREAS CAN BE RESOLVED.

2. TO PROVIDE FOR THE RATIONAL CONVERSION OF LAND FROM LOW INTENSITY TO HIGH INTENSITY USES.

3. TO PROTECT OPTIONS FOR FUTURE URBAN EXPANSION.

POLICIES:

Identification of Fringe Areas

2.1 Adjoining municipalities shall, through joint consultation, establish appropriate boundaries for Fringe Areas. In the interim, the Fringe Area shall include those lands in a rural municipality lying within 3.2 km (2.0 miles) of a corporate urban boundary.

Fringe Area Planning Measures

2.2 Municipalities should undertake joint or complementary planning efforts, which include the preparation and adoption of Joint General Municipal Plans, as an appropriate means of providing detailed control over the use and development of lands in Fringe Areas.

2.3 A Joint General Municipal Plan and/or a Land Use Bylaw pursuant to a Joint General Municipal Plan should provide for land uses which:

(a) are consistent with the growth management framework and policies of this Plan;

(b) will identify and protect potential urban expansion areas for future urban use;

(c) are part of a planned expansion of an existing land use;

(d) avoid the premature conversion of agricultural land;

(e) will allow the development of planned **transportation and utility corridors;**

(f) will recognize **environmentally sensitive areas** and open space lands used for park and recreation areas; and

(g) will provide for compatible land uses on surrounding lands.

2.4 In the absence of a Joint General Municipal Plan, all municipalities shall give notification to the affected neighbouring municipality(ies) of their intent to adopt a General Municipal Plan, **Area Structure Plan,** Area Redevelopment Plan or Land Use Bylaw, or amendments thereto resulting in a major change in land use within the 3.2 km (2.0 miles) Fringe Area identified in Policy 2.1 or within an area agreed upon by the affected municipalities.

2.5 In the absence of a Joint General Municipal Plan, municipalities should not allow the location, in Fringe Areas, of land uses which:

(a) may be incompatible with existing urban development; and

(b) may preclude or limit options for future urban expansion.

Annexation

2.6 Approval of a major expansion of existing urban boundaries may require a review of the growth management framework of this Plan.

2.7 Municipalities should undertake the preparation of Joint General Municipal Plans as a means of minimizing the need for jurisdiction based annexation applications.

3.0 Rural Settlement and Land Use

Rural settlement takes on various forms and occurs in response to many different demands. In particular, it occurs in support of the agricultural activities taking place in the Region, and because of the desire by some of the Region's residents to live in a non-urban environment. The Plan provides for the rural municipalities to perform a strong agricultural role, with limited emphasis being placed on accommodating regional population growth. While the policies of the Plan recognize the need for a variety of rural residential uses, they also recognize that some patterns of land use and subdivision are incompatible with, or can destroy, valuable natural resources and can be costly to provide with services.

The intent of the rural settlement policies is to keep to a minimum the adverse land use impacts associated with rural residential use and to ensure that new development occurs in locations most appropriate to that use.

OBJECTIVES:

1. TO ENSURE THAT RURAL RESIDENTIAL LAND USE AND DEVELOPMENT TAKES PLACE IN A PLANNED FRAMEWORK WITHOUT JEOPARDIZING THE PRESENT AND FUTURE USE OF THE REGION'S AGRICULTURAL LAND AND OTHER VALUABLE NATURAL RESOURCES, AND WITHOUT LIMITING THE OPTIONS FOR FUTURE URBAN EXPANSION.

2. TO GUIDE RURAL RESIDENTIAL LAND USES:
   (a) IN A MANNER WHICH PROVIDES FOR ORDERLY AND EFFICIENT USE OF LAND; AND
   (b) TO LOCATIONS WHICH ARE MOST SUITED TO SUCH USES AND WHICH PROVIDE A HIGH QUALITY ENVIRONMENT FOR THE RURAL RESIDENT.

POLICIES:

Hamlets

3.1 Rural municipalities, in their General Municipal Plans and Land Use Bylaws and in consultation with the Commission, shall define a planning area and appropriate size limits for each of the following **hamlets**, in accord with the intent of Policy 3.2:

Alcomdale	Kavanagh
Antler Lake	Lamoureux
Ardrossan	Looma
Buford	Mearns
Calahoo	Namao
Carbondale	Nisku
Cardiff	North Cooking Lake
Collingwood Cove	Riviere Qui Barre
Cooking Lake	Rollyview
Half Moon Lake	Villeneuve
Josephburg	

3.2 Rural municipalities, in their General Municipal Plans and Land Use Bylaws, shall limit hamlet growth to infilling within the existing built-up area or the planning area established pursuant to Policy 3.1. Minor expansion of **hamlets** may be permitted by the municipality using the following criteria:

(a) the increase in the number of residents should not change the type or character of the hamlet and is consistent with the hamlet's local service role;

(b) the expansion is not on **better agricultural land**, or on extractive resource areas;

(c) adequate infrastructure and other basic services are available or will be provided; and

(d) an **area structure plan** has been adopted for the expansion area.

Multiple Parcel Country Residential Land Use

3.3 Rural municipalities shall, in their General Municipal Plans and Land Use Bylaws, direct multiple parcel **country residential land use** away from:

(a) urban municipalities, in accord with Policy 3.4;

(b) **better agricultural land;**

(c) **wildlife habitat** areas;

(d) **environmentally sensitive areas;**

(e) extractive resource areas; and

(f) heavy industrial areas.

3.4 Separation distances, pursuant to Section 20 of the *Subdivision Regulation,* shall not apply where multiple parcel **country residential land use** is otherwise permitted:

(a) in a joint agreement between adjoining municipalities, which may take the form of a Joint General Municipal Plan or a Land Use Bylaw pursuant to a Joint General Municipal Plan; or

(b) as infilling in existing subdivided areas (See Policy 3.6).

3.5 The timing, location and magnitude of multiple parcel **country residential land use** should be based on the growth management framework of a General Municipal Plan and of the Regional Plan, and on evidence that there is sufficient demand, in relation to supply, to justify further areas for multiple parcel country residential land use.

3.6 Rural municipalities should, in their General Municipal Plans and/or Land Use Bylaws:

(a) identify locations for future multiple parcel **country residential land use;**

(b) allow for multiple parcel country residential land use to infill or build on existing concentrations;

(c) require the preparation of an **area structure plan** where substantial multiple parcel country residential development is anticipated;

(d) provide for adequate separation between multiple parcel country residential land use and:

(i) odor causing, **intensive agricultural activities;**

(ii) landfill sites, sewage treatment plants and sewage lagoons;

(iii) highways, **airports** and **pipeline** and **powerline** transmission corridors; and

(iv) any other noxious or dangerous facility such as a sour gas facility or a transportation facility or designated route carrying dangerous goods;

and

(e) establish a minimum parcel size for multiple parcel country residential land use based on:

(i) environmental constraints;

(ii) the provision of appropriate water and sewer services; and

(iii) the need to maintain the rural character of the area.

Resort Residential Land Use

3.7 Rural municipalities, when identifying locations and sites for **resort residential** land use, should use the locational and siting criteria for multiple parcel **country residential land use** (See Policies 3.3 through 3.6).

3.8 The subdivision approving authority may support proposals for **resort** subdivision and development:

(a) to a degree that is consistent with the capacity of the **lake** and adjacent **shoreland** to sustain recreational activity [See Policy 7.2(d)] and

(b) that improve access to and use of recreational opportunities by the public.

4.0 Economic and Industrial Development

The Edmonton Metropolitan Region accommodates extensive areas of economic activity both in urban and rural municipalities. The Regional Plan distinguishes between industrial uses which are more appropriately located in either "urban" or "rural" settings. In some instances, the industrial areas in urban and rural municipalities interface to form one large area and thus become metropolitan in nature.

Heavy industry is a major and distinct form of industrial activity which has unique land use needs. The potential in the region for further petrochemical and other types of heavy industrial development could generate substantial socio-economic or land use impacts for which municipalities will have to plan.

The Regional Plan establishes general principles to assist municipalities in planning for future industrial growth. The Policy Reference Map (Section 12.0) illustrates as **Metropolitan Industrial Areas**, those areas containing major concentrations of employment and a diverse range of industrial development, and areas required to meet major industrial land use needs of the Region.

OBJECTIVES:

1. TO PROTECT REGIONALLY SIGNIFICANT INDUSTRIAL AREAS FOR FUTURE INDUSTRIAL LAND USE AND DEVELOPMENT.

2. TO GUIDE INDUSTRY TO LANDS BEST SUITED FOR INDUSTRIAL PURPOSES.

3. TO ENABLE MUNICIPALITIES TO ACHIEVE BALANCED GROWTH BY INCREASING LOCAL EMPLOYMENT OPPORTUNITIES AND STRENGTHENING THEIR NON-RESIDENTIAL TAX BASE.

POLICIES:

General Location of Industry

4.1 Except as identified in Policy 4.9, most industrial development should locate:

(a) in urban municipalities; and

(b) in the following **Metropolitan Industrial Areas:**

(i) Edmonton-County of Leduc (Nisku) - Leduc Industrial Corridor,

(ii) Edmonton - Sherwood Park Industrial Area,

(iii) Edmonton (Acheson/Winterburn) - Parkland Industrial Area,

(iv) Sturgeon Industrial Estates Area,

(v) Edmonton-St. Albert Industrial Area, and

(vi) Fort Saskatchewan-Strathcona (Northcorp) Industrial Area.

4.2 Industrial development proposed on, or in proximity to an urban boundary shall be subject to and in accord with the Fringe Area Planning policies of this Plan (See Section 2.0).

4.3 Municipalities should, in their General Municipal Plans and Land Use Bylaws, plan for industrial land use which:

(a) is in conformity with the agricultural policies of this plan (See Section 5.0);

(b) does not preclude the extraction of valuable resources;

(c) avoids areas of environmental, wildlife or recreational significance;

(d) is within the existing and anticipated capacity of the transportation system to accommodate increases in traffic volumes and loads;

(e) will enable the economical provision of utilities and other services;

(f) is compatible with adjacent land uses;

(g) promotes infilling and redevelopment;

(h) is contiguous to existing industrial development;

(i) provides for development located between **heavy industry** and incompatible land uses to be transitional from heavy or noxious to light to non-industrial uses; and

(j) minimizes the consumption of industrial land by non-industrial land uses.

4.4 Municipalities, in their General Municipal Plans and Land Use Bylaws, should identify **heavy industry** as a distinct form of industrial land use and should:

(a) identify and protect areas for petrochemical and other heavy industrial development; and

(b) provide for the clustering of heavy industry.

4.5 Municipalities shall, in their General Municipal Plans and Land Use Bylaws, establish separation distances between **heavy industry** and incompatible land uses. This should be done in consideration of the following:

(a) the need to maintain a safe distance from major population concentrations;

(b) the need to allow for expansion of heavy industry; and

(c) the direction of prevailing winds.

Metropolitan Industrial Areas

4.6 (1) **Metropolitan Industrial Areas** in "urban" municipalities should accommodate a diverse range of industrial development which is generally characterized by high density and high servicing standards.

(2) **Metropolitan Industrial Areas** in "rural" municipalities should accommodate **industry** which requires larger areas of land and lower levels of servicing than in urban municipalities.

4.7 Rural municipalities with **Metropolitan Industrial Areas** in Fringe Areas should:

(a) enter into a Joint General Municipal Plan with the urban municipality(ies) to determine the extent and type of industrial development these areas are to accommodate; and

(b) provide for the expansion of such areas to be in conformity with Policy 4.3.

4.8 Industrial development in rural municipalities, which is outside the **Metropolitan Industrial Areas** agreed upon pursuant to Policy 4.7(a), shall conform with Policies 4.2, 4.9 and 4.10.

Rural Industrial Land Uses

4.9 Rural municipalities, in their General Municipal Plans and Land Use Bylaws, should make provision for **rural industrial land uses** which include:

(a) those industries providing products or services directly associated with the agricultural industry;

(b) extractive resource industries, the location of which is governed by natural geographic or geological features;

(c) non-labour-intensive industries requiring relatively large areas of land, but which have only a minimal requirement for on-site improvements, municipal services and public amenities; and

(d) industries which, by reason of emissions offensive or hazardous to human health, safety and well-being, cannot reasonably be expected to co-exist compatibly with other essential elements of an urban environment (See Policies 4.4 and 4.5).

4.10 Rural municipalities, in their General Municipal Plans and Land Use Bylaws, should cluster rural industrial land uses:

(a) on poorer quality soils where there are adequate services;

(b) in rural industrial parks, where feasible; and

(c) outside Fringe Areas.

Resource Management

5.0 Agriculture

6.0 Extractive Resource Utilization

RESOURCE MANAGEMENT

5.0 Agriculture

Agriculture has been a major contributor to the economy of the Region and remains its predominant land use. As a primary economic activity, it provides the basis for many secondary industries.

The future of agriculture is being affected, however, by competition from other land uses. Urban growth has resulted in the conversion of substantial amounts of the Region's most productive farmland. In addition, rural residential, industrial and other land uses, reduce future land use options for agricultural areas and may cause compatibility problems which hinder farm activities.

The Commission's primary interest in developing an agricultural land use policy is to ensure the continuing economic viability of agriculture. This can best be achieved by ensuring that the most productive farmland remains in agricultural use and that the efficiency of farming is not jeopardized.

The Policy Reference Map (Section 12.0) illustrates as **Agriculture: Farmland Conservation** those areas of the Region best suited for farm production. Most of the land defined by the plan as better agricultural land is included. Poorer agricultural land, country residential development and other non-agricultural uses are illustrated as **General Rural**.

OBJECTIVES:

1. TO ENSURE THAT AGRICULTURE REMAINS AN INTEGRAL AND VIABLE COMPONENT OF THE ECONOMIC, SOCIAL AND CULTURAL FABRIC OF THE REGION.

2. TO CONSERVE AGRICULTURAL LAND FOR CONTINUED AGRICULTURAL USE.

3. TO DISCOURAGE THE UNWARRANTED FRAGMENTATION OF AGRICULTURAL LAND.

4. TO MINIMIZE CONFLICT BETWEEN VIABLE AGRICULTURAL OPERATIONS AND NON-AGRICULTURAL LAND USES.

POLICIES:

Agricultural Land Protection

5.1 Rural municipalities shall, in their General Municipal Plans and/or Land Use Bylaws, identify and protect **better agricultural land**.

5.2 Municipalities shall, in their General Municipal Plans and Land Use Bylaws, limit non-agricultural land uses on **better agricultural land.** Exceptions may be permitted when:

(a) no alternative location is reasonably available;

(b) the minimum land area required for development is used; and

(c) measures are taken to minimize conflicts with agriculture.

See Policy 1.2(f).

Subdivision of Agricultural Land

5.3 Subdivision approving authorities shall prohibit multiple parcel country residential subdivisions on **better agricultural land,** except where such subdivision consists of minor infilling of existing country residential areas.

5.4 A minimum parcel size of 64 ha (160 acres) more or less shall be maintained on **better agricultural land.** The following exceptions shall be permitted:

(a) the separation of the first residential parcel with a developed residence; or

(b) the separation of the first residential parcel without a developed residence, if permitted in a General Municipal Plan or Land Use Bylaw.

5.5 With criteria established in the General Municipal Plan and Land Use Bylaw, the following exceptions to Policy 5.4 may be permitted:

(a) a minimum parcel size of 32 ha (80 acres) more or less, where no **physically severed parcels** exist on the quarter section; or

(b) the separation of physically severed parcels where, in the opinion of the subdivision approving authority, the parcel(s) is rendered unworkable for agricultural purposes. Further subdivision of physically severed parcels for country residential use should not be permitted on **better agricultural land**.

Intensive Agriculture

5.6 Municipalities may provide, in their General Municipal Plans and Land Use Bylaws, for the separation of intensive agricultural parcels from an agricultural quarter section where the following conditions have been met:

(a) the applicant provides a written description of the proposed use and a statement of its viability in the proposed location; and

(b) the proposal has been referred to the appropriate agencies for review.

5.7 Municipalities should, in their General Municipal Plans or Land Use Bylaws, provide for measures to minimize conflict between **intensive agricultural activities** and other land uses.

6.0 Extractive Resource Utilization

Sand, gravel and fossil energy resources, such as coal, oil and natural gas, play a prominent role in the Region's development (See Appendix 5). While coal, gas, oil and certain other minerals are exempt from the provisions of the *Planning Act* and the responsibility for their management lies primarily with the Provincial Government, municipalities should be aware of these resources when planning decisions are made.

Extractive resource operations may cause land use problems, depending on the type of resource, the scale and method of extraction and the location of operations. Conversely, the establishment of some land uses adjacent to extractive resource areas may hinder or preclude their use.

It is imperative that the Region's remaining resources be protected and that efforts be made to keep to a minimum, land use and environmental conflicts that can result from extractive operations.

OBJECTIVES:

1. TO CONSERVE VALUABLE SAND, GRAVEL AND FOSSIL ENERGY RESOURCES FOR PRESENT AND FUTURE USE.

2. TO PROTECT AREAS WITH LOCATIONAL AND/OR SITE CHARACTERISTICS APPROPRIATE FOR THE ESTABLISHMENT OF INDUSTRY ASSOCIATED WITH VALUABLE SAND, GRAVEL AND FOSSIL ENERGY RESOURCES.

3. TO ENSURE THAT SAND, GRAVEL AND FOSSIL ENERGY EXTRACTIVE RESOURCE OPERATIONS TAKE PLACE IN AN ENVIRONMENTALLY SENSITIVE MANNER.

POLICIES:

Extractive Resource Protection

6.1 Municipalities shall, in their General Municipal Plans and/or Land Use Bylaws:

(a) identify regionally significant areas of existing and potential resource utilization and ensure that non-resource development on, or adjacent to, these areas does not infringe upon or otherwise preclude the extraction of the resource; and

(b) establish and maintain appropriate separation distances between resource extraction sites and related industry, and incompatible land uses.

Extractive Resource Development

6.2 Municipalities should, in their General Municipal Plans and Land Use Bylaws, ensure that **extractive resource operations** take place in a manner which:

(a) maintains a satisfactory environmental quality in areas adjacent to the operation; and

(b) prevents permanent damage to the landscape or loss of other valuable natural and historical resources or environmental features.

6.3 Municipalities should, in their General Municipal Plans and Land Use Bylaws, provide for **reclamation** procedures which will:

(a) identify measures to reduce the negative impacts on existing land uses;

(b) ensure the preparation of a reclamation plan to achieve the best and most suitable reclamation of the disturbed lands; and

(c) ensure that where **extractive resource operations** are permitted on **better agricultural land**, the land will be reclaimed to an agricultural land capability comparable to or greater than that existing prior to resource extraction.

6.4 Municipalities should require that any approved development or subdivision involving the extraction of sand and gravel be subject to:

(a) a development and reclamation approval, where necessary, from the provincial government, which includes a reclamation plan, ensuring that an area will be reclaimed to an acceptable post extraction use;

and/or

(b) a development agreement and/or permit between the developer and the affected municipality providing for:

(i) environmental safeguards;

(ii) control of noise and dust;

(iii) storage of topsoil;

(iv) truck route designation and road improvement;

(v) setbacks from public roadways and residential land use; and

(vi) berms and buffers.

Natural Environment

7.0 Environmental Protection

8.0 Recreation Land Use

NATURAL ENVIRONMENT

7.0 Environmental Protection

The Region contains significant environmentally sensitive areas, including river valleys and their floodplains, lakes and their shorelands, and large expanses of important wildlife habitat.

Appropriate land use planning and environmental measures will protect these sensitive areas and allow them to maintain the important functions they now provide to the natural environment.

The Policy Reference Map (Section 12.0) illustrates as **Nature Conservation and Recreation** those areas of the Region which should be conserved for their environmental values, their natural and scenic attributes and their potential for wildlife habitat.

OBJECTIVES:

1. TO PROTECT THOSE AREAS IN THE REGION WITH THE GREATEST SCENIC, ENVIRONMENTAL AND WILDLIFE HABITAT VALUE.

2. TO ENSURE THE COMPREHENSIVE PLANNING AND MANAGEMENT OF SHORELANDS.

3. TO ENSURE THAT LAND USES ARE PLANNED IN HARMONY WITH THE SHORELAND SETTING.

4. TO IDENTIFY AND MAINTAIN NATURAL HABITAT AREAS CONSIDERED CRITICAL FOR THE PROTECTION AND PRESERVATION OF WILDLIFE SPECIES IN THE REGION.

POLICIES:

Environmentally Sensitive Areas

7.1 Municipalities shall, in their General Municipal Plans and Land Use Bylaws, identify and protect the following types of locally and regionally significant **environmentally sensitive areas**:

(a) **lakes, streams** and their **shorelands**;

(b) **wildlife habitat**;

(c) areas of unique, rare, or endangered plant or animal species;

(d) where reasonably possible, any lands which historically have been susceptible to flooding, erosion and slumping; and

(e) Restricted Development Areas for environmental protection, as designated by the provincial government.

7.2 Municipalities should, in their General Municipal Plans and Land Use Bylaws, ensure that planning for land uses in **environmentally sensitive areas** minimizes degradation of the environment by:

(a) avoiding erosion, pollution and other detrimental effects;

(b) retaining the physical features of the natural environment, wherever possible;

(c) maintaining compatibility with the natural environment;

(d) ensuring that the **carrying capacity** of the area is not exceeded; and

(e) ensuring that the visual quality of the area is maintained.

Wildlife Habitat

7.3 Municipalities should, in their General Municipal Plans and Land Use Bylaws, identify and provide adequate environmental safeguards for the following significant **wildlife habitat** areas:

(a) habitat for unique or endangered species;

(b) significant waterfowl staging areas;

(c) critical wintering range and summer foraging areas; and

(d) lands adjacent to significant fish spawning areas.

7.4 Municipalities should encourage the creation and maintenance of **wildlife habitat** on private and municipal lands by:

(a) exploring the possibilities of incentive programs for landowners;

(b) incorporating consideration of wildlife habitat into the planning and design of outdoor recreation systems; and

(c) increasing public awareness of the farm shelterbelt program of the provincial government as a means of increasing the availability of wildlife habitat in agricultural areas of the Region.

Shorelands

7.5 Municipalities should, in their statutory plans, provide for the management of **shorelands** to minimize:

(a) deterioration of the water quality of the **lake** or **stream** to ensure the protection of:

(i) potable water supplies; and

(ii) the recreational and environmental value of the water resource;

(b) bank erosion or slumping or any other negative environmental impact; and

(c) development in the 1:100 year **floodplain.**

7.6 Municipalities should, in their General Municipal Plans and Land Use Bylaws, control the location of urban and industrial uses along **streams** and their **shorelands** to:

(a) prevent encroachment by incompatible land uses;

(b) minimize damage to the valley banks; and

(c) provide adequate and continuous public access.

7.7 Through joint consultation, affected municipalities, in conjunction with the Commission, should prepare and implement shoreland management plans, where necessary, to ensure:

(a) the most appropriate land use for the **shoreland** is identified;

(b) the maintenance and improvement of the water quality, the natural environment, and **wildlife habitat**; and

(c) compatibility between various land uses.

Reserves

7.8 Subdivision approving authorities, in locating reserve lands, should consider the need to:

(a) minimize negative impacts on environmentally sensitive lands;

(b) provide for buffer areas between **environmentally sensitive areas** and incompatible land uses; and

(c) provide for **wildlife habitat.**

8.0 Recreation Land Use

The Region's natural recreational resources offer considerable potential for diversification and additional use. Because of their natural and locational attributes, lake shorelands, stream valleys and certain upland areas form the physical base for a variety of outdoor recreation opportunities and will likely be the focus of the majority of the Region's public and private recreational development.

The following objectives and policies recognize the importance of outdoor recreation as a component of the regional land use pattern and the need to plan for future recreation use.

The Policy Reference Map (Section 12.0) illustrates as **Nature Conservation and Recreation** those areas of the Region which have the potential for outdoor recreation use.

OBJECTIVES:

1. TO ENSURE THE COMPATIBILITY OF LAND USES AND ACTIVITIES ADJACENT TO, AND WITHIN, REGIONAL PARK AND OUTDOOR RECREATION AREAS.

2. TO MAXIMIZE THE BENEFITS OF EXISTING AND PROPOSED OUTDOOR RECREATION FACILITIES THROUGH JOINT USE.

POLICIES:

Recreation Development

8.1 Municipalities shall, in their General Municipal Plans and other statutory plans, provide for outdoor recreation uses which accommodate a wide range of active and passive recreational pursuits and meet the needs and interests of the population.

8.2 Municipalities shall, in their General Municipal Plans and Land Use Bylaws, identify and protect the following regionally significant areas for their outdoor recreation potential:

(a) existing Provincial Parks, major municipal parks and areas reserved for potential public recreation and park development;

(b) geological, historical and archaeological sites of scientific, educational and/or interpretive value;

(c) significant natural features and areas of exceptional aesthetic quality;

(d) waterbodies and **shorelands** of scenic value which can form the basis of an outdoor recreation system; and

(e) the Restricted Development Areas, as designated by the provincial government.

8.3 Municipalities shall, in their General Municipal Plans, provide policies which will ensure that:

(a) land uses and infrastructure within and adjacent to the regionally significant areas are compatible with the recreation resource and/or intended recreation use;

(b) the development of recreational uses within regionally significant recreation areas:

(i) complements and preserves the positive features of the recreation resource;

(ii) does not result in overuse and degradation of the recreation resource; and

(iii) does not exceed the **carrying capacity** of the resource;

and;

(c) where practical, reserves within individual subdivisions are located to allow the development of a continuous recreation and open space system, through the linkage of individual reserve areas.

Public Access

8.4 Municipalities should ensure that public access to regionally significant recreation areas, such as waterbodies, is protected and enhanced by:

(a) public reserve dedication;

(b) pedestrian easements or other rights-of-way;

(c) purchase and maintenance of land areas suited for public day use recreation; and

(d) planning for intensive recreational land uses, such as **resort residential** or commercial resort uses, to facilitate public access to, and the use of the resource.

Joint Recreation Planning

8.5 Municipalities should consider the development and maintenance of regionally significant recreational areas, circulation systems and facilities through inter-municipal or joint municipal-provincial recreation programs and/or agreements.

Transportation and Utilities

9.0 Transportation
10.0 Public Utilities
11.0 Energy Utilities

TRANSPORTATION AND UTILITIES

9.0 Transportation

Although the development of the Region's transportation system is the primary responsibility of other levels of government and individual operators, the focus of this part of the Plan is to define and protect regionally significant features of the transportation system in support of the desired development pattern in the Region.

The regional transportation system is comprised of: roadways, including primary highways, secondary roads and municipal arterials; public transportation; licensed airports; and railways. These transportation modes should be integrated with each other, and with the land use pattern of the Region so as to accommodate the safe and efficient movement of people, goods and services in a manner which minimizes adverse environmental and land use impacts. In this respect, the concentration of linear facilities - both transportation and utility - in corridors, may have many positive benefits, including limiting the fragmentation of agricultural land, minimizing the amount of land required for facilities and providing opportunities for ensuring the availability of adequate rights-of-way for future expansions.

The appendices of this Plan provide additional information on the existing regional transportation system, restricted development areas of the provincial government, airport vicinity protection areas and aircraft noise.

OBJECTIVES:

1. TO PLAN FOR A LAND USE PATTERN WHICH FACILITATES THE DEVELOPMENT OF AN EFFICIENT AND INTEGRATED MULTI-MODE TRANSPORTATION SYSTEM.

2. TO MINIMIZE ADVERSE SOCIAL, ENVIRONMENTAL AND LAND USE IMPACTS OF THE CONSTRUCTION AND OPERATION OF TRANSPORTATION (AND UTILITY) FACILITIES.

POLICIES:

Roadways and Public Transportation

9.1 Municipalities, the provincial government and the Commission, through joint consultation, should prepare a regional transportation plan which would plan for:

(a) the efficient integration of roadway systems with the **primary highway** system and with roadways of adjoining municipalities; and

(b) the improvement and extension of the **public transportation** system within and between urban municipalities.

9.2 Municipalities, in their statutory plans and bylaws, should define a system of **arterials** and **collectors** to meet future transportation needs, with specific standards or requirements for:

(a) the staging of the system;

(b) land uses in the vicinity of highways;

(c) **public transportation**;

(d) truck routes and dangerous goods routes, if applicable;

(e) energy conservation measures;

(f) minimizing visual and noise impacts; and

(g) the provision of safe access.

9.3 Municipalities should evaluate any major development proposal in relation to its impact on the existing and proposed roadway and **public transportation** system.

Multi-use Corridors

9.4 Municipalities, through their General Municipal Plans and Land Use Bylaws, shall protect the transportation and utility R.D.A.'s for their primary uses. Any other land use proposed in a transportation and utility R.D.A. shall be in conformity with the Regional Plan and municipal statutory plans and bylaws,

and shall not interfere with the primary purpose of the R.D.A.

9.5 Municipalities should work with the Commission, the provincial government and utility operators and/or authorities in the planning of an integrated transportation and utility system and in the protection and implementation of **multi-use corridors** so as to:

(a) ensure compatibility with adjacent land uses;

(b) facilitate future transportation and utility improvements and expansions;

(c) minimize the consumption and fragmentation of agricultural land; and

(d) protect recreational, ecological, historical and cultural resources of regional significance.

Air and Rail Transportation

9.6 Municipalities, in their General Municipal Plans and Land Use Bylaws, shall control land use in the vicinity of **airports:**

(a) through the provisions of an A.V.P.A. regulation; or

(b) by restricting noise sensitive land uses inside the 30 **NEF contour**; or

(c) through the incorporation of airport protection policies in Land Use Bylaws; and

(d) through the use of zoning regulations in place for the International, Namao and Villeneuve airports.

9.7 Municipalities should plan and control land uses in the vicinity of air and rail transportation facilities to achieve compatibility, ensure safe operation and minimize adverse impacts.

9.8 Municipalities should incorporate, in their statutory plans and bylaws, Transport Canada's bird hazard land use guidelines as a means of evaluating proposals for land use in the vicinity of **airports.**

9.9 Municipalities in their statutory plans and bylaws, should ensure that planning for land uses in the vicinity of railways takes into account:

(a) noise attenuation measures;

(b) the limiting of access to designated crossings;

(c) safe and convenient vehicular and pedestrian crossings; and

(d) safe movement of hazardous goods.

10.0 Public Utilities

Public utilities, such as water supply, sewage disposal, stormwater facilities and sanitary landfill sites, are essential to a safe, healthy and clean environment, and must be considered when the location and staging of growth are determined. Economies of scale may be possible if municipalities build and operate public utility facilities on a shared basis.

OBJECTIVE:

1. TO GUIDE THE DEVELOPMENT OF EFFICIENT, RELIABLE AND ECONOMICAL FACILITIES OF THE HIGHEST ENVIRONMENTAL STANDARD FOR THE PROVISION OF POTABLE WATER AND FOR THE DISPOSAL OF SEWAGE, SOLID WASTE AND STORMWATER.

POLICIES:

10.1 Municipalities should plan for **public utilities** so as to:

(a) avoid **better agricultural land** and **environmentally sensitive areas**;

(b) avoid conflict with sensitive land uses;

(c) avoid pollution of groundwater supplies and minimize disruption to natural drainage courses; and

(d) provide for the rehabilitation of closed sanitary landfill sites, or other surface disturbed areas.

10.2 Municipalities should:

(a) consider programs for the improvement and extension of public utility services on an inter-municipal and/or regional basis, including the installation of **trunk lines** to a joint treatment plant, where economically and otherwise advantageous; and

(b) locate public utility **trunk lines** in **multi-use corridors**, where possible.

(See Policy 9.5).

11.0 Energy Utilities

The planning and operation of pipeline and powerline networks are primarily the responsibility of the gas, oil and electric power companies with input by federal, provincial and municipal governments. However, it is important for land use plans to ensure compatibility between energy utility facilities and adjacent land uses.

Energy facilities and their rights-of-way may constitute a constraint to development through fragmentation of land, urban encroachment and conflict with adjoining land uses. Powerlines may affect development where they intersect the landscape and development pattern, and may create a negative visual impact. In this regard, energy corridors are recognized as an important planning tool.

OBJECTIVE:

1. TO PROTECT ENERGY CORRIDORS AND UTILITY FACILITIES IN A MANNER WHICH MINIMIZES DISRUPTION TO EXISTING AND FUTURE DEVELOPMENT AND THE ENVIRONMENT.

POLICIES:

11.1 Municipalities, in their Land Use Bylaws, shall develop standards or criteria for land uses adjacent to **pipeline** and **powerline rights-of-way**.

11.2 Municipalities should consider the following planning criteria for the establishment of **pipeline** and **powerline rights-of-way** or **energy utility** corridors. New lines or expansions should:

(a) locate in, or parallel to, established **multi-use corridors;**

(b) respect the topography, and the pattern of land use;

(c) be used as open space or as buffers between incompatible land uses;

(d) follow quarter section lines and avoid diagonal routes,wherever possible;

(e) avoid **environmentally sensitive areas**;

(f) avoid **better agricultural land**, areas of unique recreational or aesthetic importance, and areas with significant historical or cultural attributes; and

(g) be otherwise routed to minimize conflict with urban growth and maximize safety in corridor operations.

Policy Reference Map

12.0 Interpretation and Use of Policy Reference Map

POLICY REFERENCE MAP

12.0 Interpretation and Use of Policy Reference Map

Purpose and Scope

The Policy Reference Map (Map 3) is intended for illustrative purposes only. It is a guide to the policy statements, and shows how the Regional Plan's objectives and policies could be applied in terms of land uses of regional significance. Its purpose is to assist in the preparation of more detailed municipal plans and not supplant the policy statements themselves.It does not have a land use control function.

The map shows the regionally significant categories of land use: for example, the better agricultural lands, the major natural, scenic or recreational areas, and, the approximate shape and direction of future urban and major industrial growth.

All lines and symbols on this map are subject to more specific delineation in municipal statutory plans and bylaws and these should be consulted for more detailed information. Map 3 should not be used as a means of accurately locating boundaries of the policy areas.

The map has been derived from the following sources:

(a) goals, objectives and policies for the Region and its local jurisdictions;

(b) municipal plans and commitments for land development;

(c) identification of valuable natural resources and recognition of the need to conserve them; and

(d) consideration of environmental or other land use factors which would limit future development.

Policy Areas and Mapping Symbols

The Policy Reference Map should be read in conjunction with the relevant sections and policies of Part IV of the Plan. A brief description of the mapping categories follows:

Urban Areas: areas developed or subdivided for urban land use and which accommodate residential, commercial, institutional and/or industrial land uses (See Part IV, Sections 1.0 and 4.0).

Potential Urban Expansion: potential directions of future urban growth, including residential, commercial, institutional and/or industrial (See Part IV, Sections 1.0 and 4.0).

Metropolitan Industrial Areas: extensive industrial areas of regional significance which interface in urban and rural municipalities and which accommodate a diverse range of industrial uses and uses supportive of, or providing a service to industry (See Part IV, Section 4.0).

General Rural: areas of predominantly poorer agricultural land which accommodate agricultural activities and a variety of rural or low intensity rural settlement activities, such as country residential, outdoor recreation, rural industrial and institutional (See Part IV, Sections 2.0, 3.0 and 5.0).

Agricultural: Farmland Conservation: areas where better agricultural land predominates and where long term agricultural use of the land should be protected (See Part IV, Section 5.0).

Nature Conservation and Recreation: areas possessing natural and recreational values, scenic attributes, open space qualities, watersheds, and environmental values or sensitivity. Residential and other human settlement activity should be limited and carefully integrated with the natural environment (See Part IV, Sections 7.0 and 8.0).

Heavy Industrial Nodes: areas of existing or potential heavy industry concentrations (See Part IV, Section 4.0).

Hamlet: an unincorporated area of land subdivided into lots as a townsite in a rural municipality and recognized as such in this Regional Plan.

Airport Vicinity Protection Area: an area in the vicinity of an airport subject to provincially enacted land use controls.

Airport Noise Annoyance Area: the area within the 30 Noise Exposure Forecast (NEF) contour where land uses sensitive to high noise levels will be adversely affected by aircraft noise.

Restricted Development Area: an environmental land use control area designated by the Alberta Government pursuant to the *Department of Environment Act*. In these areas, subdivision or land use changes are subject to the consent of the Minister of Environment.

PART V:

PLAN IMPLEMENTATION, MONITORING and REVIEW

PART V: PLAN IMPLEMENTATION, MONITORING AND REVIEW

In Alberta, many government departments and agencies, the Alberta Planning Board, regional and municipal planning authorities, and private sector groups are involved in the planning and development process. The *Planning Act* establishes the framework for regional and municipal plans, and land use bylaws, and requires that the Commission and its member municipalities collectively plan the future of the Region.

The Regional Plan is recognized by the *Planning Act* as the plan to which all other plans must conform. It may guide, regulate and control the use and development of land and also provides a coordinative framework for municipal plans and bylaws. Municipal plans and bylaws provide the most direct means of guiding development proposals and thus of implementing the Regional Plan.

In working toward the successful implementation and ongoing effectiveness of the Regional Plan, the Commission will undertake monitoring programs to facilitate the continuous evaluation and refinement of the Regional Plan in response to changing conditions. From time to time it will also be necessary to review the Plan, in whole or in part, and to amend it as the Commission considers appropriate.

It is important to note that only Commission members and local authorities may initiate amendments to the Regional Plan. Any member of the Commission may move to amend the Regional Plan on his or her behalf or on behalf of a municipality, other agency, or private individual. Changes to the Regional Plan can only be made by means of amendment in accord with the requirements of the *Planning Act*, as amended.

OBJECTIVES:

1. TO PROVIDE A POLICY FRAMEWORK FOR THE COORDINATION OF LAND USE PLANNING BETWEEN THE COMMISSION, ITS MUNICIPALITIES AND PROVINCIAL AND FEDERAL DEPARTMENTS AND AGENCIES.
2. TO PROVIDE GUIDANCE AND DIRECTION FOR THE IMPLEMENTATION OF THE REGIONAL PLAN THROUGH LOCAL STATUTORY PLANS AND BYLAWS.
3. TO PROVIDE A REGIONAL PLANNING PROCESS WHICH ENSURES THE LONG TERM VALIDITY AND EFFECTIVENESS OF THE REGIONAL PLAN.

POLICIES:

Plan Administration

I-1 Municipalities shall refer their proposed statutory plan(s) to the Commission for review and comment on consistency with the Regional Plan.

I-2 Municipalities shall refer their land use bylaws and amendments to statutory plans and land use bylaws to the Commission for review and comment where such bylaws or amendments may have an effect on the Regional Plan.

I-3 Where a proposed statutory plan and/or land use bylaw is deemed inconsistent with the Regional Plan, the Commission shall:

(a) render an interpretation of the provision(s) of the Plan that have been contravened; and

(b) if requested by the municipality, assist in preparing revisions to the proposed statutory plan and/or land use bylaw to render it consistent with the Plan; or

(c) inform the municipality of its option either to apply to amend the Regional Plan, or refer to the Alberta Planning Board.

I-4 The Commission shall act as a forum for discussing and attempting to resolve land use planning concerns or disputes of an inter-municipal or regional nature arising from a regional plan provision.

Subdivision Approving Authorities

I-5 Subdivision approving authorities should prepare and adopt subdivision policy guidelines to assist in the implementation of the Regional Plan.

Monitoring and Review

I-6 The Commission shall undertake a monitoring program to evaluate the effects of the Plan, and to identify the need for review of the Plan.

I-7 Approximately once every five years, the Commission should undertake a review and update of the Regional Plan, taking into account:

(a) the impact of changes in the demographic, economic, social and physical circumstances in the Region as they affect the Plan;

(b) changes in land use and servicing requirements;

(c) changes in federal and provincial policies and programs as they affect the Plan;

(d) the extent to which the Plan's goals and objectives have been achieved; and

(e) the impact of the Plan on the development of the Region.

I-8 The Commission may, at any time, investigate any provisions of the Plan that may have been rendered ineffective by changing circumstances in the Region.

MAPS NOT

FILMED

CARTES

OMISES

POOR

QUALITY

ORIGINAL